

3
In the Claims

1.Canceled

2.Canceled

3.(Currently Amended) The booster according to claim [1] 15,
5 characterized in that the said pin (52) passes through at least one
oblong slot (54) formed in the plunger (32, 32') and defining a rest
position of the plunger with respect to the piston (20).

4.(Original) The booster according to claim 3, characterized in
that the feeler (42) is housed and guided in sliding in a cylindrical axial
10 passage (40) of the plunger (32).

5.(Currently Amended) The booster according to claim 4,
characterized in that the said plunger (32) is guided in an axial
cylindrical passage (34) of the piston (20) comprising, and has on the
a same side as the push rod (22) a radial wall (46) formed with an
15 axial orifice (44) for the passage of the feeler (42).

6.(Currently Amended) The booster according to claim 5,
characterized in that the said means (52) for immobilizing means
comprise a pivoting key (62) mounted in a transverse housing (60) of
the piston (20), and comprising an orifice through which the feeler
20 (42) passes with clearance, and elastic return means (70) constantly
urging the key (62) to bear against the plunger (32).

7.(Currently Amended) The booster according to claim 6,
characterized in that the said key (62) can be is moved by the plunger
(32), under emergency braking during an emergency brake applicaiton
25 between a position of blocking the feeler (42) and a position of bearing
on the piston (20) of the booster, in which position it relaxes to relax
the feeler and allows to allow the plunger (32) to slide along with
respect to the feeler in the a direction of the push rod (24).

8.Canceled

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15.(New) A pneumatic brake booster for use in a motor vehicle having an axial piston (20) interposed between an output push rod (24) and a plunger (32) connected to the end of a control rod (22) to define a plunger-feeler assembly and emergency brake assist means comprising a feeler (42) connected to the plunger (32) and moved by axial sliding with respect to the plunger (32) and means for axially immobilizing the feeler (42) by blocking the movement of the feeler (42) with respect to the plunger (32) at rest and during a brake application when a rate of travel of the control rod (22) and of the plunger (32) is below a limit value, and to allow the plunger (32) to slide with respect to the feeler (42) in a direction to reduce an axial length of the plunger-feeler assembly during an emergency brake application when the rate of travel of the control rod and of the feeler is above said limit value, said feeler (42') comprising means (52) collaborating with the piston (20) to define a position of rest of the feeler, characterizing a pin (52) mounted in a transverse orifice of the feeler (42) with first and second ends that are respectively located in first and second oblong slots (56) of a cylindrical part of the piston (20) to delimit a maximum axial travel of the feeler (42) with respect to the piston (20).